

# STARBOARD VIEW

THE BOAT AND SERVICE CRAFT NEWSLETTER

OCTOBER 1999

## CAPTAIN'S CORNER

Much has transpired here in PMS325 over the past several months. First of all, the Program Executive Office, Carriers, Littoral Warfare and Auxiliary Ships (PEO CLA) which we provided support to has been reorganized and renamed as PEO EXW (Expeditionary Warfare). In this reorganization, the aircraft carrier program offices were moved into the newly created PEO Carriers. The function and organization within PMS325 has remained unchanged through reorganization.

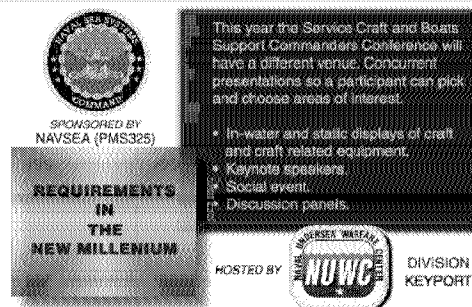
In the service craft acquisition area, we recently delivered two new self-propelled diving tenders, YDT 17 and YDT 18, to the Naval Diving and Salvage Training Center (NAVDIVSALVTRACEN), Panama City, FL on 1 March 1999 and 19 May 1999. These new YDTs will be used for open water training of divers and occasionally for operational diving missions. These assets are a welcome addition to our inventory since the older YDTs had become too costly to maintain and repair. Additionally, PEO EXW (PMS325) awarded a contract to Marinette Marine to build 2 Auxiliary Personnel Living (APL (Small)) barges. APL 65 and APL 66 are scheduled to be delivered in November 2000 and January 2001, respectively.

We conducted our 2<sup>nd</sup> annual service craft material inspection board authority meeting on 3-4 August at NAVSEA headquarters. Our 1<sup>st</sup> material inspection board meeting was a huge success since nine of the board authorities (which have responsibility for 80% of the inventory) were represented and we were able to identify many issues that were impacting the various board authorities and jointly develop strategies to resolve these issues. I recommend that the program coordinator and a Senior Member of the material Inspection Board represent each Board Authority at these annual material inspection board authority meetings. In the service craft inventory area, we are still attempting to complete our annual validation effort which began last September; if your activity has not provided your validation data yet for this past cycle, please contact my staff to resolve this situation as soon as possible.



In the boat acquisition area, we awarded a contract to Willard Marine to build (4) Personnel Boat (Medium) (PE (M)) on 21 December 1998. The boats are being built to performance based specifications. The first PE(M) is scheduled for delivery in October 1999. This procurement will enable us to replenish our depleted stock inventory of 40<sup>+</sup> personnel boats. For future acquisitions, we plan to procure thirty five Landing Craft Utility Boat, LCU(X) based on performance specifications. R&D funds for LCU(X) are programmed for FY 01, FY02, and FY03. Funds for the construction of 35 LCU(X) boats are programmed in FY04. The new LCU(X) will support the development and procurement of a technologically advanced heavy lift utility landing craft to complement the high speed, over-the-beach, ship-to-shore amphibious lift of the future. The LCU(X) will replace an aging Landing Craft Utility (LCU) force of 26 to 38 years old, enhance current heavy lift capability, and complement the LCACs during littoral and over-the-horizon amphibious operations. Additionally, planned boat acquisitions include the procurement of 7m/11m RIBs and utility boats through the GSA schedule.

My staff here in PMS325 is now preparing for the fourth annual Service Craft and Boat Support Commanders Conference. This year's conference will be held at the Naval Undersea Museum, Keyport Washington on 27 and 28 October 1999. This year's conference theme is "Service Craft and Boat - Requirements in the New Millenium". The conference provides a forum for the fleet to address issues that are impacting the service craft and boat community, discuss service craft and boat management responsibilities, and review policies and procedures for program execution. This year's conference will include a social, displays, booths, keynote speakers, and other events. Although last years conference was a huge success, I feel that this years conference will produce results that enable us to continuously improve the service craft and boat programs. I strongly encourage all service craft and boat representatives to attend this year's Service Craft and Boat Support Commanders conference and I look forward to meeting with each of you in Keyport, Washington.



## Acquisition Status of 13 meter Personnel Boat (Medium)

The 13 meter Personnel Boat (medium) contract was awarded to Willard Marine, Inc. (WMI), by the Navy on 21 December 1998. Program management of the project is under the cognizance of PMS325G. The contract is for four boats with no options. According to the contract, first boat delivery is required 12 months after award of contract (MAC). All boats in the contract are to be delivered to Cheatham Annex, VA. There is a \$350 per boat per day liquidated damages clause for each calendar day of delay in boat delivery. The contract is written to have DCMC Santa Ana to administer the contract, however DCMC involvement is expected to be minimal. The manner in which the contract is written (in the spirit of acquisition reform) places the responsibility of drawing development, craft construction, schedules, tests and inspections mostly on the contractor rather than the Navy, as in previous contracts. The Navy is responsible for some GFE and GFI items per the contract. The PE (M) is designed to transport 40 Navy personnel from ship to ship and ship to shore. The craft are used for the Admiral's barges onboard Aircraft carriers or shore stations. The craft is designed for a high degree of stability, ease of operation, and maximum safety under adverse conditions of alongside ship maneuvering in a seaway. Willard Marine Inc. was the builder of a similar 40' PE MK 7 craft for a 1991 acquisition

The current estimate of the first boat delivery is in October 99. The contractor has established an aggressive schedule that delivers the craft earlier than required by the contract. At the time of delivery, PE (M) will be under 12 month Guaranty. period for any defects or requirement nonconformity.

## The History and Mission of the IX 514

The Helicopter Landing Trainer (IX 514) was placed into service and commenced operations in April 1986. It was designed and developed to provide single-spot deck landing qualification (DLQ) training for the Navy's undergraduate student helicopter pilot program, relieving the USS LEXINGTON (AVT 16) of rotary winged aircraft training requirements.

The vessel was originally named SKILAK (YFU 79), a U.S. Army freight utility craft used during the Vietnam War to transport equipment and supplies. At the end of the Southeast Asia conflict, SKILAK was taken out of service, mothballed and moved to Guam. She was transferred to the Navy in 1985 and towed to Bender Shipyard in Mobile, Alabama, where a complete renovation and conversion was accomplished.

The first pilots to land on the newly converted Helicopter Landing Trainer (IX 514) were test pilots from Naval Air Warfare certification of flight instructors from Helicopter Training Squadron's Eight and Eighteen with the first student training flights being conducted in early June 1986.

The Helicopter Landing Trainer's flight deck is similar in size and appearance to that found on the OLIVER HAZARD PERRY class frigate and is certified to land and conduct flight operations with all but the largest helicopters found in the U.S. military inventory.

Operations are generally conducted in Pensacola Bay and the craft has adopted the call sign "BAY LANDER". On occasion the "BAY LANDER" will head out to sea and operate in the Gulf of Mexico or transit the Intracoastal Waterway to conduct training missions as far west as Mobile Bay and Mississippi Sound or to the east at Panama City, Florida

During recent years, "BAY LANDER" has experienced an increase in operating tempo, adding missions to support deck landing qualification training, including night vision goggle operations for other active and reserve units of the Army, Navy, Air Force, Marine Corps, and Coast Guard.

With a crew of 26, the Helicopter Landing Trainer (IX 514) has distinguished itself as the Navy's smallest fully "air capable ship", competing over 61,000 mishap-free DLQ's to date. The number of underway days per year average around 110.

## Contents

	Page No.
Captain's Corner	1
Acquisition Status of 13 meter Personnel Boat (Medium)	2
The History and Mission of the IX 514	2
Service Craft and Boat Automated Validation	3
How to Become a CBSS User	3
Status of OPNAVINST 4780.6D	3
The Good Book	3
Service Craft Acquisition	3
PSNS Det Boston Home Page	4
K-P SHIPALT Program	4
Points of Contact	4



## Service Craft and Boat Automated Validation

Currently under development is a proposal for a service craft and boat electronic validation process. This process would allow Navy service craft and boat custodians to validate their inventories via the Internet into the Craft and Boat Support System (CBSS) database. Custodians would fill out an electronic inventory validation form which would be accessed over the Internet, and then submit these forms to PEO EXW (PMS325) for check and approval. Once approved, PEO EXW (PMS325) would commit the inventory changes to the CBSS database. This electronic validation form will be designed to reduce the level of effort required to validate service craft and boats, and eliminate much of the confusion over filling out and submitting the current validation form that is mailed to Navy custodians. The electronic form process will also reduce the cost associated with validating service craft and boats by eliminating the mailing of letters and forms to custodians, and the mailing of responses back to PEO EXW (PMS325). Automated validation of boat inventories may occur at a later date.

## How to Become a CBSS User

In order to become a CBSS User, a written request must be submitted to PEO EXW (PMS325) for a user ID and password to be assigned to the point of contact indicated on the request letter. PEO EXW (PMS325) will approve the request and then assign a CBSS user ID and password to the point of contact indicated by the requesting Navy activity.

## Status of OPNAVINST 4780.6D

The latest draft of OPNAVINST 4780.6D has been split into two documents: OPNAVINST 4780.6D will cover policy regarding service craft and boats, and a PEOEXWINST will cover procedures for implementing this policy. OPNAVINST 4780.6D is currently under revision. Both documents, in draft form, are available for review on the Service Craft Web page.

## The Good Book

I would like to take this opportunity to discuss a valuable reference tool with you, the Logistics Information Book, also called the LIB. The LIB is provided to disseminate important support data about various classes of small boats. It identifies the logistics support data requirements and management resources for each boat type.

This book is packed with all the information you need to ensure that your boat is properly supported. The LIB identifies all management authorities including Project, Life Cycle and Inventory, Integrated Logistics Support, Planned Maintenance Support, In-service Engineering Agent, and Planning Yard Management.

The LIB identifies some of the key areas/elements of logistics.

(a) **Planned Maintenance Support** - Copies of all applicable Maintenance Index Pages are provided.

(b) **Supply Support** - Addresses the unique manner in which small boats are supported at shore stations as well as on ships.

- Also provided is a Cross-reference index of hull registry numbers for all boats under the contract, index of Accessory Allowance Parts Lists (APL), Outfit Items, Installation and start of items, and specific supply support items that are to be provided with the boat.

(c) **Technical Documentation** - A roster of all the technical documentation/manuals that are delivered with each boat.

(d) **Training & Training Support** - Identifies training courses available for the typical manning required

LIBs are presently available for the following boats: 7 Meter Rigid Inflatable Boat, 24 Foot Rigid Inflatable Boat MKIII, 22 Foot Utility Boat, 8 Meter Personnel Boat, and the 35 Foot Re-engined Work Boat

Copies of the Logistics Information Books can be obtained by contacting the Program Executive Officer, Expeditionary Warfare. The Point of contact is Ms. Shellene Johnson, 703-602-8403 ext. 333.

## Service Craft Acquisition

The APL 65/66 Barracks Craft Acquisition Program will provide the U.S. Navy with two new APL (Small) Barracks Craft (APL 65 & 66). The contract for the construction of the two craft was awarded to Marinette Marine Corporation, Marinette, Wisconsin on August 28, 1998. The first delivery is scheduled for November 2000 at Norfolk, with the second delivery scheduled for January 2001 at San Diego. CINCLANTFLT and CINCPACFLT Berthing and Messing Program Managers will accept the craft and serve as the craft custodians. This program follows the completion of APL (Large) Barracks Craft (APL 61/62) program in which the craft were delivered to the Navy in October 1997 and March 1998 respectively. The craft are being built to performance based specifications. The

craft will provide living accommodations for a surface ship crew during a ship repair or overhaul period.

No additional service craft procurements are budgeted for at this time. However, PMS325 is in the process of determining service craft replacement and new requirements for POM 02 (Fiscal Years 2002-2007). A PMS325 letter dated 14

April 1999 was sent to all service craft support commanders requesting that each support commander work with their subordinate commands/activities to develop and submit their POM 02 requirements to PMS325. Upon receipt and analysis of these inputs, PMS325 will submit the consolidated POM 02 requirements to CNO (N43).



## PSNS Det Boston Home Page

**P**SNs Det Boston has created a home page on the Internet to provide an extensive source of information and links regarding service craft and boats. The home page can be found at: <http://www.psnsbsn.navy.mil/scbweb/>

Linked to the PSNS Det Boston home page is an FTP file that contains a CBSS inventory by organization report of all Navy service craft and boats. This file is updated at the end of each month from the current information in the CBSS database, and can be downloaded over the Internet to provide inventory information.

The latest version of CBSS, version 1.14, is now available to CBSS users. It can be downloaded from the PSNS Det Boston home page and then installed on a personal computer. A text file is included in the download that provides installation instructions.

The current CBSS User's Manual is for version 1.08. This manual is now under revision to include the changes incorporated into CBSS in later versions. The CBSS User's Manual is also available for downloading from the PSNS Det Boston home page.

## K-P SHIPALT Program

**N**aval Surface Warfare Center, Carderock Division - Ship System Engineering Station (NSWCCD - SSES), Philadelphia has completed a total of five installations in the FY99 KP Installation Program. The alterations completed were S/A YP-56KP, Halon 1301 Fire Detection System, which was installed on the YP-696 & YP-701 at NUSC in Keyport WA; S/A YTB-186KP, Exhaust Stack CO2 Fire Protection System, which was installed on the YTB-808 & 823 at PSNSY, Bremerton WA; and S/A YON-2K, Oil Retention Coaming, which was installed on the YON-98 in PWC Norfolk, VA.

There are two other shipalts, S/A YTB-137KP and YP77KP left to be completed as part of the FY99 installation schedule. The installation of Shipalt YTB-137KP, Gray Water CHT System, has approved installation drawings for YTB-808 & 823 and installations are scheduled to begin in mid-October at Puget Sound Naval Shipyard. S/A YTB-137KP to be installed on four other YTBs in the Seattle area and S/A YP77KP installs in Annapolis MD will be scheduled once installation drawings have been finalized. For further information on the modernization program installations, contact Claudio DiSaverio, KP Installation Program Manager.

As a follow on from last year, Pearl Harbor Shipyard personnel were used to support the Fire/Flooding installs. In addition to obtaining a reduced manday rate, use of shipyard personnel labor has proven successful for obtaining installation efficiencies. Outsourcing initiatives for YTBs are on going at CINCLANT and CINCPAC. Due to this initiative, many of the YTB installs have been deferred. Modernization will continue for those craft that are not planned for outsource. For further information on modernization program planning, contact Pearl Young, PEO EXW (PMS 325) and Claudio DiSaverio, NSWCCD-SSES for the K-P SHIPALT Installation Program.

## Points of Contact...

### PEO CLA (PMS 325)

•Rick Wolff, (Service Craft Program Manager) DSN 332-8401 (ext 133), commercial (703) 602-8401, fax (703) 602-5606, e-mail [wolffhe@navsea.navy.mil](mailto:wolffhe@navsea.navy.mil)

•Jack Goldberg, (APL Acquisition Manager) DSN 332-8401 (ext 137), commercial (703) 602-8401, fax (703) 602-5606, e-mail [goldbergjs@navsea.navy.mil](mailto:goldbergjs@navsea.navy.mil)

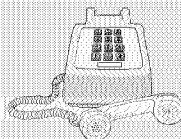
•Pearl Young, (Modernization) DSN 332-8401 (ext 130), commercial (703) 602-8401, fax (703) 602-5606, e-mail [youngpm@navsea.navy.mil](mailto:youngpm@navsea.navy.mil)

•Mary Ann Gerberick, (Inventory Manager) DSN 332-8401 (ext 135), commercial (703) 602-8401, fax (703) 602-5606, email [gerberickma@navsea.navy.mil](mailto:gerberickma@navsea.navy.mil)

•Linda Kennedy, (Logistics) DSN 332-8403 (ext 341), commercial (703) 602-8403, fax (703) 602-8400, e-mail [kennedy1@navsea.navy.mil](mailto:kennedy1@navsea.navy.mil)

### NAVSEA

•Ken Trahan (PMS 308) (Disposal), DSN 332-5689 (ext 248), commercial (703) 602-5689, fax (703) 602-5606, e-mail [trahankr@hq.navsea.navy.mil](mailto:trahankr@hq.navsea.navy.mil)



### NAVINACTFLT

•Don Gillikin, DSN 961-6381, commercial (757) 485-6381, fax (757) 485-6384, e-mail [gillikin.at.ims@hq.navsea.navy.mil](mailto:gillikin.at.ims@hq.navsea.navy.mil) (Disposals)

### NSWCCD-SSES

•Claudio DiSaverio, (K-P Alteration Installation) DSN 443-8582, commercial (215) 897-8582, fax (215) 897-7016, e-mail [disaverioc@nswccd.navy.mil](mailto:disaverioc@nswccd.navy.mil)

### PSNS Det Boston

•Joseph Colombo, DSN 955-4708, commercial (617) 753-4708, fax (617) 753-4976; e-mail [colombo@psnsbsn.navy.mil](mailto:colombo@psnsbsn.navy.mil) (Service Craft and Berthing Barge Manager)

•Dorothy Pianka, DSN 955-3097, commercial (617) 753-3097, fax (617) 753-4976, e-mail [pianka@psnsbsn.navy.mil](mailto:pianka@psnsbsn.navy.mil) (Configuration Data Manager)

•Bob Defosse, DSN 955-4824, commercial (617) 753-4824, fax (617) 753-4976, e-mail [defosse@psnsbsn.navy.mil](mailto:defosse@psnsbsn.navy.mil) (Material Inspections)

•Milt Ryan, DSN 955-4706, commercial (617) 753-4706, fax (617) 753-4976, e-mail [RyanM@psnsbsn.navy.mil](mailto:RyanM@psnsbsn.navy.mil) (Program Management)

•Tom Flaherty, DSN 955-4710, commercial (617) 753-4710, fax (617) 753-4970, e-mail [Flaherty@psnsbsn.navy.mil](mailto:Flaherty@psnsbsn.navy.mil)